NATIVE IOWANS IN THE NAVY

Many Hawkeyes to Be Found on Board Uncle Sam's Ships.

TWO REAR ADMIRALS IN PRESENT LIST

Roster of the Sons of the Great Inland Emilie Who Have Become Confighters by Profession.

WASHINGTON, June 27 .- (Special Correspondence.)-Akin to the patriotism which prompts young men to enter the army is the grandeur of purpose which leads them to enter the navy of their country. Among the hundreds who wear the "blue" of the United States navy lows has to its credit a full quota. From the first in rank among the "rear admirals" to the sophomore at

the "rear admirals" to the sophomore at the "rear admirals" to the sophomore at the Naval academy at Annapolis Iowans are to be found enrolled, filling almost every station known to the roster of our "navy."

It is probably a fact that without giving the subject matter that full consideration which it deserves, we almost imperceptibly find ourselves giving to the army the greater praise of the two branches of our protective systems as a country. It is not our intention to detract in one lota from that glory which does and should be awarded to "poys in blue" in the regular army, but when the two classes of service are carefully analyzed it is clearly to be not of danger to contend with—the shots and shell of the enemy and the elements enraged. When an army is routed and defeated they may escape annithilation by getting far away from their pursuers; when a ship at sea is blown up or destroyed there.

Albert Morrison Beecher, born in and appointed in the navy from lowa, was admitted June II, 1836. His record is twenty-three. Of this more than one-half of his time lass been sea duty. He reached his present grade. June 5, 1828, during the Spanish-American war. He is assigned to Maine in the North Atlantic fleet and has been since December 29, 1901.

Figed Hopkins Brown, was appointed from lowa, in the Allentic fleet and has been since December 29, 1902.

Figed Hopkins Brown, was appointed from lowa, in the same than a province of nineteen years active duty in that time. He has to his credit more than eleven years sea duty. His present grade, June 5, 1828, during the Spanish-American war. He is assigned to Maine in the North Atlantic fleet and has been since December 29, 1902.

Figed Hopkins Brown, was appointed from lowa, in the apprentices' training service and has been since January 17, 1902.

Dowlitt Blamer, a native son and appointed to his present grade, line the naval of the enemy and the elements are carefully analyzed it is clearly to be a service and has been since January 17, 1902.

Dowlitt Blamer, a nativ getting far away from their pursuers; when

The Iowa list in the navy opens up with Rear Admiral George Collier Remey, who was born in Iowa, and from his native state appointed an officer in the United States navy, in September 1855. He was in time for active service in the civil war, which he rendered with credit to himself. It was during the Spanish-American war that he received his last promotion to the present rank held by him. He has had nearly forty-twe years of active service, of which received his last promotion to nearly for-rank held by him. He has had nearly for-ty-twe years of active service, of which more than nineteen years has been at sea. His present commission dates November 22, 1898. He stands first in grade on the list of rear admirals. Since his attainment of that very high rank he has made one trip at least to sea, his just voyage terminating at least to sea, his just voyage terminating at least to sea, his just voyage terminating at least to sea, his test voyage terminating in May, 1902. He is now serving as chair-man of the light house board in Washing-ton, D. C., and bas been since May 8, 1902. In the event of the death, resignation or

Remey would be the senior in command of the navy.

Rear Admiral John Grimes Walker was appointed in the navy from Iowa October 5, 1850. He, too, has seen service in the civil war, and but for his advanced age would probably have been in the front of the fighting in the Spahish-American war. He has had over forty-one years of active service, of which more than seventeen was on the oceans. After nearly forty-seven years of duty, and having reached the mature age of 62, he was on March 20, 187, honorably retired from active duty. He makes his home in Washington, D. C.

Captain, William Heron Reeder, born in Iowa and William Heron Reeder, born in Iowa and appointed from his own home to the navy on September 26, 1862, during the civil war, nas made for himself a good record. He has had over forty years of active duty, of which he has spent more than twenty years on the sea. He was on duty during the Spanish-American war from its opening to its close, and is now on Hartford as its commanding officer, and has been since November 23, 1901. His commission as captain dates from December 2, 1902. Hartford is in the training service.

Gottfried Blocklinger, a son of Iowa and from there appointed, entered the navy July 23, 1833, during the civil war. In that time he has performed more than thirty-one years of active duty, of which more than years of active duty, of which more than nineteen has been at sea. He received his last promotion during the Spanish-American war, it being dated March 3, 1899. November 7, 1992, he was assigned to duty as commanding officer of Vicksburg and has been at that post of duty ever since. That ship is now in the Asiatic fleet.

Adolph Marix was a ppointed in the navy from lowa September 26, 1864, during the civil war. He has had more than twenty-ity years of active service: more than twenty-

from Iowa September 28, 1894, during the civil war. He has had more than twenty-six years of active service: more than twenty-two years of that has been on the deep blue. His commission is dated March 2, 1898, indicating that he was promoted during the Spanish-American war. April 18, 1901, he was assigned for duty in the Asiatic squadron, but his special qualifications led up to his being assigned for special duty as captain of the port at Manila. Philippine islands, and also placed in charge of the hydrographic office in Manila.

Alexander McCracken was appointed in the navy from Iowa July 25, 1888, near or soon after the close of the civil war. He had served in the volunteer navy during that war, and that term of service stands to his credit. In all he has had more than thirty-three years of active naval duty, of which he has to his credit more than nineteen years at sea. He returned from his last sea voyage in April, 1900. Since December of that year he has been assigned for duty as ordnance officer at the navy yard at Marc island, California, where he is at present.

Asher Carter Baker was appointed in the navy from lowa September 30, 1861. He has in that time had more than thirty-two years of active duty, of which more than sixteen years has been on shipboard. He returned from his last sea voyage in February. 1902. Wis commission ranks from March 5, 1902. In April, 1902, he was assigned for duty at the Louisiana Purchase exposition at St. Louis and is still so employed.

Clayton Scott Richman was born in and

March 5, 1902. In April, 1902, he was assigned for duty at the Louisiana Purchase exposition at St. Louis and is still so employed.

Clayton Scott Richman was born in and appointed from lowe July 25, 1805. He has had more than thirty-one years of active service, of which more than sixteen years has been at sen. His commission as commander dates from June 39, 1900, on which day, after nearly thirty-five years' series duty, he was henotably detired. Notwithstanding his retirement he was on the day of his retirement placed in charge of the prison ship Southery, where he is still employed.

tin Elisworth Hall was appointed Martin Ellaworth Hall was appointed from Iowa in the nave September 19 1865. He has had over twenty-seven years of active acreice of which more than fourteen years has been on the briny deep. His commission as commander dates June 30, 1903, on which day he was henorably retired on his own arrelection. He makes his home now at Lowell, Mass.

Lientenent Commanders.

John Marshail Bowyer was appointed in the navy from lowa September 30, 170. He has in that time had over thirty ye's active service, substantially his full period of enlistment. Of that he has had more than twenty years on the water. His commission dates March 3, 1829. He returned from his last sea voyage in April 1931. He was, on the 16th of July, 1801, assigned for duty at the Washington, D. C., navy yard and is still on duty there.

Walter Scott Huthes was born in and appointed from laws in the naval service. September 25, 187. In that time he has been almost contain the larguesed in active duty having to be editioned in active duty having to be edit our than twenty-nine years, of which has accessed years sea service. He reached his present grade March 3, 1899. He is now on duty on Pensacola, the training ship at San Prancisco, and has been since August 1, 1892.

Frank Friday Fletcher, a native son of Frank Friday Fletcher, a native son of Iowa, was appointed in the navy from his own state September 23, 1870. He has had almost a maximum of active service it being more than thirty years, of witch more than one-half has been on the expelience of the March 3, 1890. He is in charge of a tor elementation and has been since June 2, 1922. George Henry Stafford was appointed in the navy June 10, 1874. He has in that time had more than twenty-flye year of George Henry
the navy June 10, 187a. He has in that
time had more than twenty-five years of
active duty, of which he has spent more
than sixteen on sea duty. He attained his
present rank July 1, 1801. He is on duty
at the Mare island navy yard. California,
John Harry Shipley was born in lava.
He was appointed in the service Sapenbe30, 1874. His record for a tive service shows
more than twenty-five years, in that there pre than twenty-five years, in that there more than sixteen of duty on the occans, a became an officer of his present rank is 12, 1901. October 27, 1902, he was signed for duty at the War I gtm, D. C., vy yard and he had there sine. that

James Henry Hetherington was born in

his grade as above August 15, 1901. On November 3, 1922, he was a signed for duty his grade as above August in 1891. On November 3, 1932, he was a signed for duty on Newark and is so on duty now in the Bouth Atlantic squadron. Robert Files Lopez, a son of lowa, en-tered the naval service September 19 18.4. He has in that time seen more than twea-ty-six years of active duty and more than

seventeen years of that has been on the deep. May 2, 1962, just after attaining his present rank, he was assigned for duty on ship at San Francisco.

Dewitt Clinton Redgrave was born in lowa. and appointed in the navy September 13, 1877. In that period he has rendered over twenty-one years' active duty, of which more than eleven has been sea duty. Received his present commission March 3, 1889. He is on Nashville, up for repairs at the Boston navy year.

1890. He is on Nashville, up for repairs at the Boston havy yard.

Harry Gerard Leopoid, a native of Iowa. was admitted to the navy October 1, 1878. In that time his record shows him to have performed mare than twenty-one years of active service and more than eleven has been on the waters. He became lieutenant March 3, 1899. He returned from his last voyage at sea in February, 1901. On Ap.il 22, 1901, he was assigned for duty at the navy yard on Puget sound and is still there.

Albert Morrison Beecher, born in and

getting far away from their pursuers; when a ship at sea is blown up or destroyed there is no retreat. It is win or die. It was that ship, which is now in the European satisfacture of the brilliant work of Admiral Dewey which made him "admiral" of our navy. He had to win his fight or go to the bottom of the sea. Victory was nis and a grateful country will never forget the courage and skill of that great hero which won the battle in Manila bay in 1898.

The Iowa list in the navy opens up with Rear Admiral George Collier Remey, who was born in Iowa, and from his native state appointed an officer in the United States navy, in September 1853. He was in time for active service in the civil war, which he rendered with credit to himself. It was

duty at the Naval Academy at Annapolis, Maryland, and has been so attendent ever since.

Henry Bertrand Price stands accredited to Iowa as born therein and appointed in the navy therefrom, May 20, 1889. He has been constantly on active duty ever since. Having to his credit more than thirteen years of active duty, over eight of which has been affoat. His last promotion to his present grade dates March 3, 1901. On the 8th of August, 1900, he was assigned to the command of Iris and is, still in command, now the supply and repair ship of Asiatic fleet.

Percy Napler Olmstead, born in Iowa was entered in the service, May 21, 1889. In that time he has credit for over thirteen years of active naval service, and more than nine years at sea. He advanced to his rank now held by him April 14, 1901. On the 21st of March, 1900, he was assigned to duty on Yorktown and has been there ever since, and is on now on it in Asiatic fleet.

Charles Ansyl Clarke, born, raised, and enlisted from Iowa was admitted to the naval service, July 21, 1884, during the civil war. He had nearly thirty years of active duty, nearly eighteen at sea. Became a lleutenant. July 11, 1877. After a long and honorable career, he was on the 15th of September, 1877, retired, owing to disabilities contracted in the lines of his duty. He makes his home now at San Dlego, California.

Roswell H. Lamson, antered the navy September 28, 1885. His rank dates from August 1, 1862. He was retired April 15, 1895, and now lives at Portland Oregon.

Lieutenants, (Junior Grade.)

Lieutenants, (Junior Grade.)

Harry Ervin Yarnell, an Iowan appointed from his native state entered the navy native state, entered the navy 6, 1893. He has been constantly September 6, 1893. He has been constantly assigned to active duty having to his credit full nine years, more than five of same has been at sea. Just before the Spanish-American war, he was placed in command of the torpedo boat, Stockton, and is yet assigned. His present commission is dated July 1, 1902. Stockton is in the flotilia. assigned. His present commission is dated
July 1, 1992. Stockton is in the flotilia.

Albert Henry McCarthy, also one of Iowa's
sons, who entered the navy on September
6, 1893, from his native state. He too has
been constantly engaged in active duty,
having of that time more than six years
at sea. June 18, 1897, he was assigned for
duty on New York and is there still. He
was proposed to his present rank July i. duty on New York and is there still. He was promoted to his present rank, July 1, 1802. New York is in the Pacific squadron. William Daniel Leahy, was born in lowa. He entered the navy, May 19, 1893, and has to his credit nine years of active duty, of which more than half of his time has been on the waters. He received his present grade July 1, 1802. He is under orders. Arthur St. Clair Smith, a native son, and from thence appointed entered the navy. Arthur St. Clair Smith, a native son, and from thence appointed, entered the navy. September 6, 1893. He has been busy all the time having made a record of over five years at sea, and more than nine years of active duty already. He received his present honors July 1, 1992. Is assigned for duty at the naval proving grounds.

William Benefield Wells, a native Iowan, entered the service May 19, 1894. He has been under orders every day since his entry into the navy. He was assigned for duty on Bancroft just before the outbreak of the Spanish-American war, and is still on that ship. His commission as ensign dates Apri' 4, 1900. Bancroft is the station ship at Porto Rico, at San Juan.

Robert Morris was born in Iowa. He entered the navy Beptember 5, 1896. He, too, has been constantly assigned. Has three learness as service to his credit. He was made ensign of Mohican by assignment July 14, 1902. Mohican is in the training service for "landsmen."

Frank Dunn Berrien was appointed in the navy from Iowa September 5, 1896. Like most young officers he has full assignments and has already been at sea three years. August 13, 1909, he was ordered to New Orleans and is still on it. In the Asiatic fieet. His promotion to ensign dates July 1, 1902.

Renwick John Hartung, a native of Iowa, was appointed in the navy from his own Iowa September 6, 1887. He was in active service for most of his term. Was made ensign July 1, 1832. On the 20th of June, 1898, he was placed on the retired list on account of disabilities incurred in the line of his duty. He now makes his home at Des Moines, Ia.

Midshipmen. Ensigns.

Midshipmen.

Midshipmen, who have had their four years of study, have had the required academic course, and are now performing two years' sea service necessary for their final graduation:

Orie Walter Fowler was appointed from his native state, Iowa, and entered May 20, 1897. He is on Iowa in the North Atlantic flect. fleet.

John Vincent Babcock, who entered in September 10, 1877, from his native Iowa. He is on Don Juan de Austria in the Asiatic fleet.

George Julian Meyers, who entered from and was born in Iowa; his entry was May 22, 1898. He is on Kentucky in the Asiatic fleet.

fleet.
Julius Curtis Townsend, was appointed from lowa Sept mier 8, 188. He is on Helena in the Asiatic fleet.
Kirby Barnes Crittendon, was born in lows. He entered Annapolis on March 14, 198. He is on Supply, running to Guam and other Pacific points.

Passed Assistant Surgeons.

Charles Edward Riggs, a native son of lowa, entered from his native state on April 13, 1892. He has had more than nine years duty and five of that on the deep blue. He has the rank of leutenant, which he attained April 13, 1896. He is assigned for duty on Dolphin, which ship is now on special service.

Will Melville Garton, also a native, entered the service during the Spanish-American way, from lowa. He has the rank of iteutenant (junior grade), which he received July 27, 1801. His assignment is at the Naval hospital at Yokohama, Japan, and has been since November 25, 1802.

Holton C. Curl. born in Iowa, entered the service as surgeon June, 1898, during the late war. He received the rank of fleutenant (junior grade), October 14, 1801. He is on recruiting service and has been since July 25, 1802.

and appointed from lows June 9, 1874. He has crowded into that time more than tive was appointed from his home July 2, twenty-live years of active service and more than seventeen years at sea. He reached grade). He is on duty at the naval sta-

tion at Guam, in the Pacific ocean, and has LIVE STOCK AT THE FAIR been there since June 4, 1902.

Pay Director. Albert Sewall Kenny, born in Iowa, entered the navy during the civil war, March 19, 1862. He has had more than thirty-six years of active duty and more than twelve years on the seas. His regular rank is that of captain, which he attained September 26, 1897. He returned from his last sea voyage in May, 1896, since May 5, 1899, he has been chief of the Bureau of Supplies and Accounts at Washington. He is at present the paymaster general of the navy and has the special rank of admiral.

Thomas Jefferson Cowie, entered the

Thomas Jefferson Cowle, entered the service as an appointee from his native lowa, June 16, 1880. He has had more than twenty years of active service, of which more than eight has been at sea. He has the rank of lieutenant commander, which he was promoted to September II, 1886. His present assignment is on Chicago, in the European squadron, and has been there since April 30, 1962.

Willis Bliss Wilcox, a native son, halls from his home by appointment in the navy October 29, 1881. He has a grand record; has been at active duty more than twenty years and has to his credit more than ten years at sea. He is on Alabama, in the North Atlantic fleet, and has been since November 3, 1992. He has had the rank of ileutenant commander since 1897.

Richard Hatton, of similar birth and appointment, entered the navy March 2, 1896. He has had more than eight years service, of which more than one-half has been on the seas. He has the rank of ileutenant commander, sind has since January 29, 1990. He is on duty on indiana in the North nmander, and has since January 26, 1900, is on duty on Indiana, in the North

Passed Assistant Paymasters.

Harry Hamilton Balthis was born in Iowa. He entered the navy during the Spanish-American war. He had been a paymaster in the volunteer service for a short time, and on May 10, 1888, he became a regular officer. He had had service as a cadet and as midshipman and reached the grade of lieutenant (junior grade), which he now ho.ds, March 2, 1899. He has had a life of activity since his entry, returning from his last sea voyage in May, 1961. Since August 18, 1961, he has been assigned for duty as general storekeeper at the navy yard at Pensacola, Fla. Harry Hamilton Balthis was born in Iowa

Assistant Paymasters.

Christian Joy Peoples, born in Iowa, entered the service March 27, 1900. He is on his first cruise now on Wilmington in the Asiatic fleet, where he was assigned April 15, 1901. He ranks as lieutenant.

James Swain Beecher, born in Iowa, entered the navy October 15, 1902. He was immediately assigned for duty on Monongahein in the training service, where he is now performing his first sea duty. His rank is that of ensign.

Professor of Mathematics. Milton Updegraff, born in Iowa and from

Milton Updegraff, born in Adwa and Holis native state appointed in the navy June 5, 1899. His duty has been entirely on land. September 25, 1902, he was designated as professor at the Naval academy at Annapolis, Md., and he is still so engaged. He has the rank of lieutenant. Chief Boatswain. William Lowell Hill, born in Iowa, has had nearly twenty years' service. He re-ceived his present commission March 3, 1899. His appointment as boatswain dated from October 19, 1881. He is on duty on Prairie in the training service and has been since December 29, 1901.

Chief Gunner. Arthur Armand Phelps was appointed in the navy from Iowa March 3, 1899. His ap-pointment as gunner dated from February 5, 1875. He had before that been a mate in 1868. He returned for his last sea voy-age in February, 1899. On June 24, 1901, he was appointed in charge of the nitre depot at Malden, Mass. He has the rank of en-

Leroy Curtis Hull, born in Iowa, was appointed in the navy March II, 1902, after a service of nine years as an enlisted man. May 24, 1902, he was assigned for duty in the Asiatic fleet. He has the rank

of ensign. Warrant Machinists.

two years' service as an enlisted man be-fore his appointment. He is on Maine, now under orders for repairs.

Cadets who are now at the Naval academy at Annapolis, Md:
First Class—Hoy Warren Ryden, who entered September 11, 1899; Leo Sahm, who entered September 28, 1899; William Wards Smyth, who entered September 9, 1899.
Second Class—John Henry Lofland, who entered September 22, 1900; Aubry Kirk Shoup, who entered May 21, 1909.
Third Class—Lee Scott Border, who entered July 4, 1901; William Linn Culbertson, jr., who entered September 7, 1801; Ernest Arthur Swanson, who entered September 23, 1901.

Fourth Class—Allan J. Chantry, who en-tered September 11, 1902; Frank Jack Fletcher, who entered September 26, 1902.

Marine Corps, Lieutenant Colonel Mancil C. Goodrell was appointed in the navy from Iowa March 2. 1865. He had performed service in the regular army and in the volunteers in the civil war. His aggregate service is over forty-one years, of which more than fifteen years have been sea duty. His present grade dates from March 2. 1899. He is on duty at the Marine barracks at Cavite. near Manila, in the Philippine islands, and has been since November 12. 1900.

First Lieutenant Wade L. Jolly, born in Iowa, was appointed in the navy from his native state October 2, 1899. He had had service in the regular and volunteer armies previous to that term. He returned from his last sea voyage in December, 1902. He is now on recruiting duty in New York.

Second Lieutenant Ellis B. Miller, born in and appointed from Iowa July 23, 1900. He is on duty at the Marine barracks, Cavite, near Manila, Philippines.

Second Lieutenant John W. McClaskey, born in Iowa, was appointed an officer in the corpus December 5, 1909. He had ner-Lieutenant Colonel Mancil C. Goodrell

born in Iowa, was appointed an officer in the corps December 5, 1909. He had per-formed other service previous to that term. He is located at the Marine barracks, Ca-

Fat Boy Outdone,

Fifty Blue Point oysters, 125 Little Neck clams and five and three-quarter pounds of sirioin steak, with such trimmings as celery, radishes and plenty of beer to wash from his herd of Highland cattle at the a grating of nutmeg into a saucepan and it all down formed the meal that was eaten by Michael Schaupauf yesterday afternoon in Palm Garden. Hamburg and With the exception of one steer shown at Greene avenues, Williamsburg. Schaupauf Chicago, Highland cattle have not been on with Frank Oschmann, a flour merchant Oschmann ate fifty oysters, 125 Little Neck is promised for the World's fair at St. clams and four and a half pounds of steak, Louis. Mr. Van Norden's herd is headed

than his opponent. While this contest was going on William Schwanner ate 179 Little Neck clams at one sitting in forty minutes and Ernest Bux- at the World's fair will receive a senior baum consumed in two hours fifty-two boiled hardshell crabs.

When the contests were over Schaupauf was unable to stand. He was lifted on the shoulders of his friends, carried around Palm Garden and loudly proclaimed the champton eater of Williamsburg.-New York World.

Too Much for Endurance. It was in the courtyard of the Bulgarian

royal palace. "Yonder come the anti-revolutionists, shouted the royal chamberlain to a servant. "Run and call the king quickly!" Taking a card from his pocket the servant began to spell out the name.

It was Karageorgevitch. "And yet," he said bitterry, "they expec me to call him quickly. It makes me sick!" Suiting the action to the word he threw up his job.-Baltimore American.

Last Straw.

The chairman of the relief committee groaned. "What is the matter now?" asked the

Tensurer. "Just as the flood has begun to subside above the angry waters," said the chairman, "here comes a letter from Andrew building on the usual conditions. I haven't pation felt really discouraged until now!"-Chicago Tribuna

Plans Laid for an Immense and Varied Exhibition.

TWENTY-SIX THOUSAND PRIZES OFFERED

Chief of Department Coburn Gives Out Some Information as to His Arrangements for

Next Year.

F. D. Coburn, chief of the department of live stock of the Louisiana Purchase exposition, has arranged for a total of over 26, 000 prizes in the classifications for horses cattle, sheep, swine, poultry, etc., for the World's fair shows next year. These are inprecedented in amount and are divided among twelve breeds of beef and dual purose cattle, with 2,352 prizes; four breeds of dairy cattle, 560 prizes; nineteen breeds of horses, 3.68 prizes; eleven breeds of swine. 2,772 prizes; fourteen breeds of sheep, 2,549 prizes; 375 varieties of poultry and pigeons 10,300 prizes; fifty-seven breeds of dogs, 2,604 prizes. There are thirty-two additional prizes for single cows and herds entered in the dairy demonstration; five for oxen; fifty-five for mules and 1,310 for the estimated displays of pet stock, vehicles, etc. Provision has been made for five cash prizes and two honorable mention awards in most sections except poultry. The final arrangements of the classifications may still further enlarge the number of prizes offered.

Dignity of the Department.

Up to the present time that feature of the World's fair at St. Louis pertaining to live stock has been designated as a "section," a title which erroneously seemed to indicate that it was a branch or subordinate feature of some other department. This has now been changed by the management and Mr. Coburn will hereafter be officially known as the chief of the "department of live stock." The exposition has added much to its popularity in making live stock an independent department and giving it a separate chief, with a prize fund of \$250,000. This substantial recognition will do much to attract attention to the great St. Louis enterprise and secure the hearty co-operation of stockmen, fanciers and others interested. This is the first world's fair to give live stock the prestige and rank of a department with an in-dependent chief, and the great extent and high character of the live stock exhibits already assured the World's fair confirm the wisdom of this liberal policy. The general desire of the live stock breeders to have public sales made a feature of the live stock shows at the World's fair has met with hearty approval by Chief Coburn, and the leading national breeders' associations have already filed requests for dates and have commenced preparations for holding such sales. A representative of a number of leading poultry fanciers has applied for dates for public sales during the poultry displays.

Public Sales a Feature.

The Louisiana Purchase exposition will be the first world's fair to provide for the holding of public sales of pure bred stock, which are assured of crowds of appreciative buyers and good prices. Complete plans have been made for a ring for public sales apart from the main live stock amphiauspices of the breeders' associations interested and within the period in which the breed will be on exhibition. The following associations have already asked for assign-

ments of sale dates: Cattle-American Shorthorn Breeders' association, American Hereford Breeders' association, American Aberdeen-Angus Breeders' association, American Galloway Breeders' association.

Horses-American Percheron Horse Breeders' and Importers' association. Swine - American Poland-China Record and custard sauce. ompany, National Duroc-Jersey Swine Breeders' association, American Berkshire

association. An entirely new departure, decided upon awards at the Louisiana Purchase exposi- milk, then divide into two parts and pat tion, is the premier or sweepstakes championships for each breed. These are intended as grand prizes to recognize both each one. Bake slowly until the cake bepremier championship award to the breeder making the best showing in each class, the showing to be determined by the largest aggregate amount awarded to animals bred by the breeders represented in that class. The premier award to the exhibitor in each

class will be made on the same basis. The large amount to be offered for prizes and the consequent breadth of the classifications and the world-wide character of the shows will make the premier championships at St. Louis an exceptional honor, certain to be strongly competed for and highly appreciated by the exhibitors as well as breeders of the prize animals.

Interest of Breeders.

Warner M. Van Norden, a prominent stock raiser and financier of New York, has written to Chief of Live Stock Coburn that he will probably make a large entry cattle are now at his place at Rye, N. Y. consumed it all in 100 minutes in a contest public exhibition in America and the first display of any size of this attractive breed or one and a quarter pounds of steak less by a bull which twice has won first prise at the Highland and Agricultural society show in Scotland.

Live stock exhibitors in each breed class champion prize and a junior champion prize for males and females, and a reserve champion award will follow in the four classes. Competition for the senior championships will be limited to mature animals, and young males and females only will compete for the junior champion prizes. Prospective exhibitors express themselves as highly pleased with the plan of Chief Coburn of providing for a more equitable method of awarding championship prizes and thus in creasing the number of honors. W. M. Springer, president, and C. E.

Stubbs, secretary, of the Oldenburg Coach Horse Society of America, have sailed for Germany to increase the interest among breeders of Oldenburg Coach horses in making a representative exhibit at the World's fair. Mr. Springer, who bears a special commission for the purpose from the Louisiana Purchase Exposition company, will spend considerable time in call ing the attention of German breeders and exporters of horses to the many advantages of large exhibits at St. Louis next year.

Dogs to Have a Show.

The department of live stock is working on preliminary plans for the World's fair dog show, for which October 24 to Novemand our poor old town is lifting its head ber 5 are the dates contemplated. Assur ances are being received from the many specialty clubs and secretaries of leading Carnegie offering to give up a library dog shows of their co-operation and particle

The World's fair live stock shows of 190 will be the first in which the classifications

will be uniformly divided by age periods of six months instead of one year for beef IN THE FIELD OF ELECTRICITY cattle, swine and sheep, thus giving proper

recognition to the general method of feed ing for early maturity.

The Kansas Improved Stock Breeders' association has appointed a committee of three for each of the various breeds of live stock to work for a representative exhibit of Kansas live stock at the World's fair. One of the most prominent poultry breed-

ers of England has signified his intention of making a large display of Old English game fowls and Dorkings in the poultry exhibits at the World's fair.

JUSTICE IN OLD KENTUCKY Great Precautions Taken by Judge

and Witness in a Criminal Case. The Attorney for the Prosecution-Did

you hear the prisoner declare he would kill the deceased? The Witness-You honor, must I answer

questions that would imperil my personal safety? The Judge-You must answer the present question.

self on the court. I am a married man and have a family dependent on me. If I answer the question in the affirmative I'm if desired. s good as dead. The Judge-What would you have the court do?

tion. I want every man in the courtroom disarmed. The Judge-Bailiff, disarm the persons in this auditorium. Here, take my gun first. The Witness-I want a gatling gun stationed in the courtyard and a company of mountain sharpshooters about the court-

house door.

nentioned by the witness, and at once. The Witness-Thank you, judge. And now just one other thing. Let me breathe my answer into your honorable ear. The Judge-Very well, witness. Step up and let's have it.

The Judge-Bailiff, attend to the details

The witness steps up and whispers the judge. The latter nods. The witness whispers again. This time the judge shakes his head.

The Witness-Thank you, your honor. The Judge-Resume your seat. The court is satisfied. Let the trial proceed.-Cleveland Plain Dealer.

TABLE AND KITCHEN

BREAKFAST. Berries. Creamed Potatoes. Coffee. Fried Perch. Roast Young Duck. Green Goosebery Jam.
New Peas. Mashed Potatoes.

New Peas. Mashed Potatoes.

Asparagus Salad.

Raspberry Mousse. Coffee.

SUPPER.

Eggs Scrambled with Tomatoes.

Thin Silces of Bread and Butter.

Cottage Cheese.

Thin Since Cheese.

Cottage Cheese.

Tea. Recipes. Raspberry Cream .- Put a pint of raspber-

ries in a bowl and sprinkle over them a large tablespoonful of sugar; let stand for an hour and then press through a sieve.

Raspberry Foam-Soak an ounce of gelatine in half a cup of co'd water for half an hour. Heat to scalding one and onehalf cups of red raspberry juice; sweeten to taste, add the gelatine and stir until dissolved, then strain in a basin, set in a pan of cracked ice. When it is quite cool and thickening, stir in the whites of three eggs besten to a stiff froth and continue to best until the whole is a stiff foam, then turn into a fancy mold that has been rinsed in cold water. Serve with whipped cream

Raspberry Shortcake-Measure a quart of sifted flour, add three terspoonfuls of baking powder and half a teaspoonful of salt; mix well, then rub in two ounces of butas a leading feature of the live stock ter. Moisten to a soft dough with sweet out to fit two round ple or cake tins, havspread the crumb side of each half with long distance problems to solve. softened butter and a generous layer of raspberries that have been previously valley down to the North Fork the comsugared, crushed slightly and mixed with pany will obtain a fall of 1,600 feet. This, the other, having two or four layers, as and a half-horse power for each miner's

ened an hour before using it. Raspberry Mousse-Soak a teaspoonful of gelatine in cold water for twenty minutes, meadows will cover \$,000 acres and the then dissolve over boiling water and stir lake in Butt valley will cover 2,000 acres. into two cups of chilled red raspberry pulp; add the juice of half a lemon and a pint of cream whipped to a stiff dry froth. Turn stand for two hours.

Raspberry Sauce-Put two tablespoonfuls of sugar, two teaspoonfuls of cornstarch, World's fair next year. Mr. Van Norden's mix together. Heat together a cup of says the Baltimore Sun, to learn that elecfresh raspberry juice and a cup of water, tric railways carry eight times as many pour over the dry materials and cook in a passengers as steam rallways carry. There double boiler until clear and rather thick. | are 987 electric railway companies, against

can be

prepared in

over 250

ways

poached eggs.

Line in Indiana.

fornia and in the South-Expansion of Traction Lines. in the Country.

What is believed to be the fastest time ever made on an electric railway in this | In a recent paper M. Tavernier discusses ountry was made on the Union Traction | the transmission of electric power over long The Witness-Your honer, I throw my-

The Witness-I ask the court's protecpower.

\$1,500,000.

It is intended to generate at this station at the foot of Green street all the power needed for the Market street subway and points in the city.

The most interesting feature of the equipsuperheat.

Harnessing Water Power.

Few realize the extent and importance of the plans of the Western Power company on the north fork of the Feather Soak an ounce of gelatine in cold milk for river, says a California exchange. It is Charles Web Densmore was appointed in the navy from Iowa July 6, 1829. He had had about two years' previous service as an enlisted man. July 6, 1829, he was assigned for his first cruise on New Orleans, which ship is now in the Asiatic fleet.

Jesse Ely Jones, born in Iowa, was appointed in the navy August 23, 1839. He had nore than three years' sea service as an enlisted man before his promotion. He is on Wisconsin, undergoing repairs at the George Mellen was appointed from Iowa. George Mellen was appointed from Iowa world's fair. The sales will be under the November 1, 1901. He had had more than two years' service as an enlisted man between the navy August 23, 1839. He had had more than three years' sea service as an enlisted man between the navy August 24, 1839. He had had more than three years' sea service as an enlisted man between the navy August 25, 1839. He had had more than three years' sea service as an enlisted man between the navy August 25, 1839. He had had more than three years' sea service as an enlisted man between the navy August 25, 1839. He had had more than three years' sea service as an enlisted man between the mean live stock amphitment the dissolve it in a cup of the dissolve it in a cup of scalding hot milk; add two tablespoonfuls of granulated sugar. Stir until gelatine and sugar dissolve and set aside to cool, then add the strained raspberries and carefully fold in a cup of cream whipped and flavored with vanilla. Turn into a border mold and set in a cold place to harden. Turn out and fill the center with fresh, sweetened berries, garnish with the berries or whipped cream and serve.

Raspberry Foam—Soak an ounce of gelatine in cold milk two two two that this company has purchased the strained raspberries and carefully fold in a cup of cream whipped and flavored with vanilla. Turn into a border mold and set in a cold place to harden. Turn out and fill the center with fresh, sweetened berries, garnish with the berries or whipped cream and serve.

Raspberry Foam—Soak an ounce of gelatine half an hour, then dissolve it in a cup of known that this company has purchased of granulated sugar. Stir until gelatine and will also erect a dam near the soda spring site, the volume of water available at each tween Prattville and Meadow View. As the pressure on this dam will be light, the dam will be built of earth alone.

The tunnel to take the waters from the meadows will be about three-fourths of a mile west of Prattville. The tunnel will be a mile and three-quarters long and will carry the water under the mountain to Butt valley. At the lower end of Butt valley a very high stone dam will be constructed, which will restrain all the waters of Butt creek and that flowing from the mendows. This dam will be 100 feet in height. The flow will be controlled by headgates at the tunnel coming from the

The dam near the Soda spring will be fifty-six feet in height and will be a solid stone and cement dam arranged for ar overflow in case the waters are too high to ing the dough about helf an inch thick for be stored or carried through the tunnel. The distance from the power house to the skill of the breeder and the enterprise gins to rise, then increase the heat of San Francisco will be in round numbers of the exhibitor. It is proposed to give a oven. Bake for twenty-five minutes. As 190 miles, and as the Bay Counties Power soon as done take out, split the cakes company is now transmitting power conopen, lay on a heated dish and quickly siderably further than this there will be no

From the dam at the lower end of But whipped cream. Place the layers on top of in round numbers, ought to generate two you prefer. The fruit should be sweet- inch of water. The company has figured on obtaining 300,000-horse power. The lake at the eastern end of the

The power house will be situated down on the North Fork, some miles below the meadows and where the snowfall is much the mixture into a mold, cover securely less than in the valley. The line of poles and pack in ice and coarse salt and let will follow the river down and thus be comparatively free from snow. Electric Versus Steam Railways, It will, perhaps, surprise some persons

2.67 steam ratiway companies. The electric roads have 18,645 miles of line, against 197,237 miles of steam line. The former have 67,125 cars, against 1,550,825 cars on Notable Speed Attained on a Traction steam rallways. The total capitalization of electric roads is \$2,145,606,646, against \$11,688,147,691 for steam roads. The earnings are \$341,584,697, against \$1,588,526,037, and the STEADY DEVELOPMENT OF WATER POWER net Income \$20,965,233, against \$241,511,315. The electric roads are ahead also in the number killed and injured, the killed num-Long Distance Transmission in Cali- bering 1,216 and injured 47,428, against a record of but 282 killed and 4,988 injured on the steam roads. The latter have over ten times the mileage of the electric roads, but the electric roads run chiefly through the crowded streets of cities.

Transmission of Electric Energy.

line between Muncie and Indianapolis one distances and describes the plants now in day last week. Fifty-six and one-half miles operation that fulfill economical conditions. were covered in eighty-six minutes. Slow Theoretically it is possible to employ contime was necessary in getting into and out centric cables insulated in oil to convel curf cities along the way, several curves re- rents under a pressure of 500,000 volts, quired slackening of speed of the car and or, in other terms, to deliver 100,000 kilowatts stops were necessary at railway crossings, at a distance of 354 kilometres with a loss Recording instruments proved that through of 10 per cont in transmission; or, again out the trip an average of forty-two miles to transmit currents over aerial wires at an hour was maintained. On two long a pressure of 150,000 volts (no more can be stretches of straight track a speed of sixty-five miles an hour was atttained, and it charge). The higher the pressure the more was possible to increase it to seventy miles economical the transmission. These limits have not been reached in practice, though The car behaved nicely. It was driven pressures of 20,000 volts or more are now by four 110-horse-power motors, a total of frequently employed in Europe and much 40-horse-power to the car, with a voltage more in the United States. Ten years ago ranging between 500 and 610. The result of the Telluride Power Transmission company the speed test will be observed in arranging vas sending 500 kilowatts to a distance of new time schedules for regular electric cars 56 kilometres under a pressure of 40.000 that will be speeded up to about thirty-five voits, and since 1897 this example has been miles an hour for long runs, and it is prob- frequently followed. The Chambly Comable that all of the cars will be equipped pany of Quebec transmits 20,000 horse-power with motors ranging from 250 to 400 horse to Montreal (#) silometres) under 25,000 volts, and there are many instances of the sort. The Niagara Power companies will The Philadelphia Rapid Transit company transmit, when their plants are completed, is planning to erect the largest street rail. a horse-power of 200,000 by 40 turbines, each way power house in the world on its Green of 5.300 horse-power. Much of this power and Beech street properties on the Dela- is to be utilized on the spot, but much of ware river. A contract has just been it is to be transmitted to Tonawanda, Lockawarded to the Westinghouse Machine port and Buffalo-say 60 kilometres-under company of New York, which is the largest | 22,000 volts; while Toronto-180 kilometres ever given for electrical machinery. Among distant-is to be supplied by a current under the appliances to be furnished are the most a pressure of 60,000 volts. The latter prespowerful steam turbines ever constructed, sure is considered to be perfectly prac-It is said the improvement will cost about ticably and practical in electric power

Electricity in the South

plants.

The recent developments in the commerelevated, and also for most of the surface cial possibilities of the electrical transmislines in the city. The surface lines at the sion of water have rendered available a present time get their current from several great many water powers which, though different power houses situated at various at all times technically available, have

not until now been utilized. Particularly has such been the case with ment to be installed is that steam turbines the streams of the Southern Appalachian are to be used exclusively for power gen. region, which on account of topographic eration in the new central station now un- and climatic conditions possess great fall der construction. There will be three tur- and a remarkably large and constant flow bines, each of 5,000 kilowatt normal ca- and on which, as a rule, the conditions are pacity, which will be of the type now being such as to render hydraulic developments built by the Westinghouse Machine com- comparatively cheap, thus affording potenpany for large powers. The turbines will tial water powers of great value to the inbe directly connected with Westinghouse dustrial life of the country. On account of three-phase, twenty-five-cycle generators, the inaccessibility of the country, in which and the units will run at 750 revolutions per they are located, these water powers have minute, with 175 pounds of steam, 274 in the past been practically without value, inches vacuum and possibly 150 degrees but advances in electrical science have rendered their development and use at come not far distant time not only a commercial possibility, but a practical certainty. Therefore, the division of hydrography of the United States geological survey has recently begun comprehensive investigation of the water-power possibilities of these streams, for the purpose of determining the available fall at any probable power site, and such other general information as to practicable development conditions and methods as the engineers in charge of the work may be able to collect. This information will be of great value to engineers and intending users of water power, by locating the localities apt to repay more detailed investigation on their part.

Foundations Threatened.

"The skyscrapers in New York have a new peril to contend with," declared an official of the building department recently. When the new underground railroad system for the metropolis was proposed there was much conjecture as to whether or not the foundations of the big buildings along the various routes would be affected by the excavations and the subsequent vibration of the trains. It was soon pointed out, however, that with the employment of modern principles of construction there was

little to fear on such a score. "But now an unlooked for condition has arisen. In building the foundations for the skyscrapers piles are driven deep into the ground until they are well under water. Then concrete is placed on top of the piles to form a base for the granite block on which the steel pillar will rest. It has been found in several instances that the opening of the underground tunnel has resulted in the draining of the water from a number of these pile foundations, thus threatening their destruction. So long as the piles remain covered with water they will be preserved for an unlimited time. The problem now before the owners of the big buildings is to find a way to keep the piling wet. It is probable some system of pumping water into the foundations will be adopted, as there is little prospect of the tunnel drain being stopped. The problems of the modern city are many and

varied.-Washington Star.

Lament of an Alderman I used to be a model man, And perfect were my morals, I never tasted liquor, and I kept aloof from quarreis.

O, would I ne'er for office ran! O. would I neer for once of Out, out on my ambition!
One cannot be a model man
And be a politician.
—Brooklyn Eagle.

A Suggestion for To-day Shredded Whole Wheat Biscuit is a perfect food because it perfectly nourishes the whole body. If you want a clear complexion, bright eyes, steady nerves and [12] perfect digestion, acquire "The Shredded Wheat Habit." Poached or Scrambled Eggs on Shredded

Sold by all grocers.

Whole Wheat Biscuit. Moisten the Biscuit slightly with cold

water. Place small bits of butter on top. Put in buttered pan in hot oven about three minutes. Remove with pancake turner to warm plate. Use as toast for scrambled or

Scnd for "Vital Question" Cook Book

The Natural Food Co., Niagara Falls, N.Y.

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